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**Brooklyn Community Board 6
Economic & Waterfront Development Committee
Public Meeting About Plans For Atlantic Basin.
Monday 1/5/09, 6:30pm**

**Presenters at the meeting:
NYC Economic Development Corporation
New York Water Taxi
PortSide New York**

Transcript segments:

Part 1 of 4: [Intro and EDC presentation](#)

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Part 4 of 4: [QnA](#)

Jeff Strabone: Now we have time for questions. Are there any questions for any ah... yes...
Lou?

Lou Sones: Yeah... I have a question about the Phoenix folks and the EDC report. Let me just say in full disclosure, I'm a bar owner [undiscernable]. But, what I'm.. I'm experiencing on my end. And this is both a question and a viewpoint. I see the job potential in the Phoenix proposal as somewhat fixed. Many things are happening in the bar industry. There's the state liquor authority is clamping down on new bars, the existing bars are closing. And in the beer world, the trend now is local. Within the New York area we have fourteen new breweries that are all competitive with European breweries. And many bar owners, when it comes to the beer, which is Phoenix's biggest product, there seems to be more and more competition to buy from Captain Lawrence, from Brooklyn Brewery, which you represent, from Penn, from Chelsea Brewery, from Sixpoint, from Bluepoint, from South Hampton, all local. So my question is, how do you... how does Phoenix see, and this is also for the EDC I guess... this becoming more than a 500 job facility, that will always be a 500 job facility, if not reduced, as opposed to some of the other proposals, particularly, I think, the one from Water Taxi, where I see a lot more job potential. So that's my question. It seems very fixed. How does that grow?

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Greg Brayman: I'm sorry... yeah sure, no problem. I'm Greg Brayman and my family owns Phoenix... Phoenix Beverages. And for those of you that don't know us, we're the distributor for Heineken, Miller, Guinness, Brooklyn Beer. I know Steve Hindy is sitting in the back. We do a range of brands and microbreweries from California and New York. We do a lot of imported beer. We also sell.. sell Miller and all the brands that Miller owns.

So, let me answer your question. Firstly, thank you for your business. We always.. we always appreciate it. Our facil... and.. and.. Your description of the beer market is.. is.. is not inaccurate. However, there is still a huge amount of imported beer that comes in.. and.. and with the surge in.. in not only local beers, but craft breweries across the country. I mean, it's not only New York where the craft beer business is exploding. But you've got Magic Hat and.. and Harpoon; and Boulevard Brewing Company; and Anchor Steam. And I'm sure all of you guys see all of these beers around and it.. it's.. it's not only a local phenomenon, but these beers are coming in from.. from all across the country.

Second of all, is a lot of the higher end imports are growing at.. at the same rate as a lot of the craft breweries - breweries like Duvel and Chimay and Polaner. Guinness is having a tremendous growth in their business in the U.S. And all these goods are important. They need.. They're water-dependent uses, in the sense that they need a working port infrastructure to come in to the country, to be unloaded and to be distributed. With the rail bridge, a lot of these domestic microbreweries need to be brought in by rail and they.. they get floated across the water, too. So those are water-dependent uses.. uses as well. Our goal is to bring as much business.. as much business in terms of the amount of containers of beer come into our facility in Red Hook. So, in addition to the jobs we have now and the business that we do now, we're going to start taking our beer and servicing other distributors. So the.. the Phoenix Beverages of Connecticut, the Phoenix Beverages of Upstate New York, the Phoenix Beverages of Massachusetts will come out of that Red Hook facility, which will generate more jobs than there are.. then there are there now, or that are currently with Phoenix.

Charlie Davis: Excuse me. I didn't realize it was this..

Voice: Say your name.

Charlie Davis: Oh, I'm Charlie Davis, an appointed member of the Waterfront Economic Development Committee. I don't know, is it clear, on this machine that people hear me other than myself? Okay. It's not completely clear to me what Tom Fox wants. It's somewhat clear what Carolina Salguero wants. And how, if at all, does this conflict with the Phoenix.. what Phoenix wants?

Tom Fox: What we want to use is the in-water part of the basin.

Carolina Salguero: Tom.. Tom... State your name so the transcriber...

Tom Fox: Hi. I'm Tom Fox.

Carolina Saguro: Thank you.

Tom Fox: I was up here earlier. What we want to do is use the in-water part of the basin for our fleet, for historic vessels like Carolina's talking about, for commercial vessels, for fueling, etc. We want a boat yard, so we can repair them. To have that, we need the upland property. There in lies the rub. There's only one Pier 11, and that's the only upland adjacent to the waterfront. So we can't build a boat yard and have prop shops and welding shops and travel lips and those types of things without the adjacent property next to it. Phoenix needs the adjacent property. If they were at Pier 7, perchance, which has been recommended in the past, then the upland property would be available and folks like Carolina and ourselves could be accommodated in Atlantic Basin, but right now that doesn't seem possible, so the proposal is to put them at 11, which would rule out our use of the waterfront and that's.. that's it.

Tom Tampake: My name is Tom Tampake and we own some real estate in the area. We've been here since 1974. Two questions, basically, and it.. it deals with the.. the distributors. One is, is it a necessity to bring the beer in by water, or is it financially feasible, because the cost of the real estate is going to be so low that you can pay the burden of transporting it by water. And then, secondly, if the price goes down to transport it by truck, I mean, are you guys going to lock in that they have to bring it in by water for the term of this.

Venetia Lannon: Again, it's Venetia Lannon from EDC, just answering the last part of that question is that we are absolutely going to lock in with Phoenix Beverage that they will be required to bring everything into this facility by water. They will be prohibited from bringing anything to this facility by truck.

Greg Brayman: Just one at a time and then.. okay. Yeah, the.. Sorry. Sorry. It's Greg Brayman from Phoenix. The.. the freight, because it's produced in other countries, and it's bottled in other countries, comes... and.. it's waterborne. A lot of it comes from Europe. We.. We do a lot of Caribbean beers. We do beer from Haiti. We do beers from the DR. We do beer from.. a lot of beer from Jamaica. We do Red Stripe and Prestige and various other.. other beers from.. from the Dominican Republic, and things like that. We have successfully brought that freight into Red Hook. That freight is coming into Red Hook now, and.. and currently, I think about 30% of our Heineken freight is coming into Red Hook currently. So the capability is there to bring all of our freight into Red Hook. We don't have a suitable facility on this side of the water and we.. there are some container weight issues, which make it economically unfeasible for us not to be on the waterfront. So it's not.. it's not only about having a large facility or the price, or anything like that. What.. what it's about is us being on the waterfront. We are.. we are truly a waterfront-dependent business in terms of that we need the waterfront for shipping. So what.. it's not that it's a financial boondoggle for us, or we're just holding the property so we can make condos or something later. We.. we need to be on the waterfront. If it's not in New York, it's in Jersey. We need.. we need the cranes, is really what it's about. Because.. it's a little bit complicated, but the containers come in underloaded, so if you can put 1,500 cases of Heineken and they fit on a container, by law, because of the.. the legal limit for road weights, you can only put let's say 1,100 or 1,200. So the amount of.. of containers coming across the North Atlantic is

significant more now than it should be. It's bad for the environment and it's uneconomical. So, by putting us on the waterfront, we eliminate that problem of the road weights, and it allows us to bring all freight into.. into Red Hook in that one facility, which eliminates truck traffic. It eliminates container shipping, which is.. is great for the environment, and that.. that piece of it is economically beneficial for us, but, from what I understand, we're paying a pretty good rate for the.. for that property. So...

Marilyn Oliva: Hi, Marilyn Oliva, community member of this committee. I just wanted to ask if Pier 7 would work for Phoenix.

Greg Brayman: Greg Brayman. Sorry... Yeah, I'm on it... As I understand it, I don't believe there's anyone in this room who has a lease for Pier 7, who could sublease it. The.. The fact of the matter is.. is that Pier 7 is leased to ASI. And there's.. there's some.. For us, to operate the facility, there's pros and cons to both locations. The real.. the real issue with 7 is.. is because we run a distribution business, we need broader access to the building. Pier 11, the longer side of.. of the Pier, where all the truck ramps.. where all the truck bays are, on that upland side. So trucks have access really to more square footage of the building than they would at Pier 7. And.. And that's the issue between.. between 7 and 11.. between.. between 7 and 11. Secondly, is the exit for us onto Bowne Street is a better exit. We don't pass a single residential house getting on the BQE. Whereas, it.. it is the case on Atlantic, but there's actually more miles travelled to get onto the BQE at Atlantic, for us, than there are on.. there are on Bowne.

[Background voices]

Greg Brayman: Yeah.. Okay. Then, thirdly, which I think is the most important. Okay, thirdly, which I think is the most important point is that Pier.. Pier 7 is not an available piece of property. Telling us that we could go to Pier 7 is like telling us that we could put beer in the Empire State Building. It's.. It's a piece of property that's leased to someone else, who's not subleasing it to us.

Jeff Strabone: Okay. One more question in the front and then we'll take some from the back.

Judith Thompson: Generally I.. Oh, my name is Judith Thompson. I'm a waterfront committee member and community board member. I have generally found that the entrance to the BQE. When you come... In the morning is closed along the route that was in the diagram. Have you made arrangements with the Brooklyn Battery Tunnel to have that opened, or is.. generally it's closed early in the morning and it opens up around maybe at ten o'clock. That's been my experience. No.. No.. The Brooklyn.. I'm sorry. Not the tunnel. When you get on the BQE where your diagram had said. You'd leave the waterfront and you'd go to the BQE. You can go east-bound on the BQE, but you can't go towards Staten Island and you can't get on the Prospect Expressway, because it's closed. So, therefore, all that traffic is diverted into the streets, and I was wondering if you had thought something about that, or had you considered it.

Andrew Genn: That's a new one for us. I'm Andrew Genn from EDC, and it's something we'll look into. I think. I was talking to Greg. I think that's... they call that the "slip lane", right outside the toll plaza. Well that's something we can talk to DOT about. You know, that maybe there would be a, you know, a way to open that up for Phoenix's trucks in those.. in that period. But something that we would have to pursue anyway, is to talk more broadly about how do you manage, you know, the traffic coming out of the facility. If that's true... You'd probably. You'd be done before, so it's really not an issue. Great.

Jeff Strabone: Okay. I'm going to go all the way to the back.

Declan Walsh: Thanks. Hi, my names Declan Walsh. I'm new to Red Hook. I've only been here 15 years. Unlike some of the folks.. Anna.. how are you doing Tom?... Carolina. My question was for the EDC. This conversation is very reminiscent of many that we've heard in conjunction with the EDC before, and what I find interesting is that we have some folks who have staked a claim early and have a new vision for the waterfront, and are.. have.. have demonstrated what they can do for the community, and have partnered with the community, and we have the old conversation, where we have an existing entity in this city, which is entrenched and I'm sure is a really good community member where they currently are, but are very eager to turn their back on their community and make ours better. They've.. There.. The city, if it decides to move jobs from Long Island City and just place them here, doesn't gain anything, and the undercurrent, and you mentioned it yourself in your presentation, was that we're afraid that they may leave. So there's kind of.. there's the old conversation about, well, if we don't do it, then they're going to leave. We have people who have really been pioneers and are saying, we're going to stay. So, are you considering the.. the new vision for the waterfront, or is it the same old, same old.

Venetia Lannon: I don't really... oh, excuse me, again, Venetia Lannon from the EDC. I don't really know how to answer that question, quite frankly. I don't.. It's not a question so much. I'm sorry. Andrew? Do you want to say something? Yeah. I don't. I just don't see it as old versus new. I mean, I think... How? I mean... To have.. To more fully use the container terminal with the kind of uses that Phoenix Beverage is talking about, about bringing goods in directly by the water to facility the cont.. a more robust container terminal in Red Hook. I mean, that container terminal and shipping goods in by water, I think is the oldest vision there is in Red Hook. So, I'm just... I'm just losing the old versus new component of what you're talking about. I mean, I think we're.. we're pursuing a vision that maximizes the use of waterborne transportation, that seeks to also accommodate working boats – providing them a place to tie-up. I think were.. you know, as I said, we're also trying to incorporate the kinds of cultural uses that PortSide is talking about. I think it's a mix of old and new. And I think it's something that we're proud to stand behind.

Phaedra Thomas: I'll just... I'm Phaedra Thomas. And I've known Phoenix for a long time, and Tom Fox, and they're both fabulous businesses. I just wanted to say that. And just from my own previous professional experience, Phoenix has been dedicated to coming into Red Hook for nearly a decade now, and during that time, have supported local organizations, local youth

groups anonymously, because they didn't want to have their beer.. liquor on the back of team jerseys. And they also already employ people from Red Hook Houses. I went out there with a group of community leaders, including the Red Hook West Tenants Association President, and she ran into her son there, who grew up in Red Hook Houses and saved so much money that he was able to move out of Red Hook Houses and buy himself a home. So both of these businesses are fabulous employers and I think Phoenix is already committed to Red Hook, and once they come to Red Hook, will continue to be very outstanding business owners. And I just.. I guess a question would also be how many new jobs do you think you'll create? You talk about bringing the old jobs from Long Island City to Red Hook, and then how many new jobs will there be?

Greg Brayman: Greg Brayman. Firstly, I.. I definitely understand what you're saying, and I think I speak for everyone in this room and probably everyone in the entire city when it makes me upset when the Yankees say, okay, build me a new stadium or I'm moving to New Jersey, or Cleveland, or wherever it is. And.. and I just want to stress that this isn't the case here. The case is that we, as a business, and.. and as kind of an infrastructure business, need to be on the waterfront and need to receive containers by water and.. and.. I think, you know, it's really either here or Port Elizabeth. I think in terms of job.. job creation, I would estimate the new.. conservatively, the amount of new jobs to be about 50 to 100 new jobs, as well as jobs that would.. would come from Jersey, where we currently operate, into Red Hook.

Betty Stoltz: Betty Stoltz. I was thinking that one of the things we had talked about as a use.. a maritime use for the Atlantic Basin was something called intermodal transportation, where, not only would things come in on containers and be offloaded, but if their ultimate destination was say, Upstate New York or Connecticut, that they could be then, instead of put on to trucks to get there, put onto barges and taken up the Hudson or through Long Island Sound. And I think it might make everyone feel better if Phoenix could sort of commit to.. to working on something like that.

Greg Brayman: Greg... Greg Brayman. Yeah. There is.. There is a lot of scope for intermodal transportation. I think a large piece of that intermodal transportation is the... the rail barge. It's a, you know, they call it a float bridge, but it's basically, you drive the rail containers on to it. So it's.. it can bring domestic goods into Brooklyn without going over the GWB, which I think.. I think a lot of people don't really think about that, but it's one of.. I think one of the most important uses of the water and of the piers in Red Hook, is the amount of truck traffic that it will be taking off the roads, not only from imported freight, but from domestic freight that has to come on into Brooklyn, Queens, Long Island, and Long Island. There.. There is the scope for barging out of Red Hook to.. to other facilities. I believe Albany has a.. Albany has a barging station and I believe Bridgeport had one for a while. I.. I don't know what the status of it is. Our intention is.. is to utilize water as much as.. as much as possible. The.. it's just.. It's our intention. It's our business, and it's.. it's.. frankly, it's a need for our business. So, our intention would be to utilize it as much as possible, including the boat bridge, barges, all of that.

Adam Armstrong: Hi. Oh. It is loud. Sorry. My name is Adam Armstrong. I'm a resident of Pioneer Street in Red Hook. Looking right down at Pier 11 there. My question to the people

from Phoenix Beverages, and also to you Venetia I guess, is you've.. The wording you used was.. was, "we want to pursue the use of CNG trucks." In other words, natural gas trucks. This would obviously involve a phasing period where trucks were being used that still emitted diesel. And those of us who live on Pioneer Street who watch the fumes from the Queen Mary, the diesel fumes, coming over our houses, which has yet to be addressed by the city, despite technology called cold ironing, where the ships can hook up to the city electricity grid and not emit those noxious fumes over our children's heads. You guys still have.. you're using trucks... Excuse me. Sorry. I'm getting a little weird here. But you're still using trucks and I didn't hear any assurances or any guarantees yet. And to me, just seeing the various different elements down.. down at the Atlantic Basin that your vision, unfortunately, seems to be less... the least visionary to those of us who are hoping for some sort of vision that would give us much better quality of life. The families that are living in Red Hook, and who have hoped to access more... more, you know, resident-friendly use. We.. we live on Pioneer Street. That.. that's the street that connects all the way down there. On my little block alone, there's 20 kids. It's.. people often overlook the fact that Red Hook is a residential area. Mostly, towards the other side of Van Brunt Street. So I just don't.. I don't look forward to seeing, regardless whether they are the clean trucks or whatever, I don't look forward to seeing a hundred more trucks come into our neighborhood, when we're already dealing with pollution issues and stuff like that. When people such as Tom, and I think Tom seems like his plan could also accommodate the PortSide plan, seems to be much more visionary and forward looking plan that the archaic one that you're presenting.

Greg Brayman: The Phoe.. our plan is to go 100% CNG. We can guarantee that we will do it once we receive the necessary permits to put in the, nat-gas filling station. Keyspan and a third-party company who specializes in converting fleets and fueling fleets has already looked at the area and has already certified that the amount of.. of natural gas that we would need can be brought in. Once we get the permits to be able to build a filling station on the site, then.. then we will have no problem committing 100% to not-gas trucks. It's.. It's that... We're committed to that. I believe, it's not in the term sheet, but I believe it's in the lease. So it's something we're.. we're committing to on paper. So I think you can be fairly comfortable with that. As.. As far as the plan goes. Us.. Us versus some of the other uses that were presented here tonight, I think it's important to realize that this is the last waterfront.. and when.. when I say working waterfront, I mean, I mean container ships that can bring goods into New York City. This is the last working waterfront in New York. There is no other cranes, no other waterfront is being built, no other port facilities are being built in New York. I.. I don't see the feasibility of them being built. It's really... It's really like... A little bit... Some of these other uses... And, and I have a lot of respect for PortSide, and I have a lot of respect for Water Taxi, and they're all.. they're all good uses for the property, but. but. It's... There is... It's almost like taking the Manhattan Bridge and putting a mall on it. I mean, there's.. There's a lot... It's a valuable, valuable piece of infrastructure that, once you take it away, will never ever come back. It will raise the cost of, not just our goods, but all goods in New York City, because the ability to bring them into New York will be severely hampered. Everything.. Every.. Everything you drink, eat, put in your house, wear, will have to be brought across the GWB, or across Midtown Manhattan. I mean, I think that's really... I think that's really what the choices come down to.

Perian Carson: Hi, Perian Carson. I'd like to kind of, perhaps, reframe what Adam was asking. And this is a question maybe for EDC. I'd be curious to know what your evaluation criteria are for selecting the proposal for this. How much of.. of your criteria is going to be just looking at what the economic benefit is, the jobs, or whatever, and how much of it is looking at the value that these proposals bring to Red Hook. I mean, the waterfront is.. brings value to the city and it brings value to particular businesses, but it's also an opportunity for our neighborhood, for a vision for our neighborhood. And, you know, I'd like to know what percentage of the criteria, or how you're going to measure that, you know, what that plays into the equation.

Venetia Lannon: Our decision to pursue this plan... again, Venetia from EDC... our decision to pursue this plan stems from our desire to see a balanced use of the waterfront. I concur with Greg that the Red Hook Container Terminal is an essential piece of infrastructure and we need to see more goods, not less goods, more sheds, not less sheds, dedicated to bringing in goods by the water. But, you know, that being said, we recognize that it's not just a piece of infrastructure, it's also your waterfront and our waterfront. And, therefore, we also want to accommodate uses such as PortSide or cultural uses that will grow over time, that will incorporate public access to the area. So, in terms of what we evaluated, absolutely, we evaluated the rent that Phoenix is able to pay versus what a marina would be able to pay. I'm not going to say that we didn't. We need to look at that, now more than ever. We looked at the number of jobs that Phoenix brings and sustains in this area versus jobs from other proposals. We looked at traffic impacts. We look at all of those things. And quite frankly, we looked at the feedback that we've gotten from this community when we presented previous plans about the importance of a working waterfront and the need to preserve these jobs here. So we've look... we've looked at all of those things in terms of developing our criteria that have led us to this new plan.

Milton Puryear: I'm Milton Puryear of the Brooklyn Greenway Initiative. We have a relatively small piece of pier 11, in terms of our interest, but we've been in negotiations with EDC to accommodate the Greenway on Pier 11 and Pier 12 for at least eight years. And we've gone through a lot of iterations. I'm very happy to see the Greenway in your presentation, but I was a little dismayed to see it repeated that Van Brunt Street needs to be looked at as a... a location for the Greenway. I don't think any of us who've worked on planning the Greenway in terms of what it's supposed to represent for the community could see Van Brunt Street being an appropriate location. The other thing that concerns me is that, if you're going to sign a lease in March and you're offering to allow DOT to consider the alignment for the Greenway, that's gonna'... that door's gonna' be shut. We really would need for EDC to sit down with DOT and ourselves in the next month in order to come up with a solution that had the Greenway right-of-way outside of the leased premises and would you be willing to have that engagement?

Venetia Lannon: Yeah. Absolutely, Milton. And, I don't know, maybe there was a misunderstanding in terms of the slide... We would not begin that evaluation in March. We're willing to begin that evaluation, as we discussed when we met at EDC, as soon as possible with DOT evaluate both options. And again, as I said in my presentation, we heard you loud and

clear, and ... and what it sounds like it is loud and clear, what is the preferred option. But we're looking at both and we're going to do that right away.

John McGettrick: John McGettrick. I guess the question I have, and I think should be addressed to both EDC and the community board. Why cannot more be better for all? Specifically, the proposal put forth by Tom Fox appears to offer the opportunity for new jobs rather than a relocation of existing jobs. The suggestion that Pier 7 was at one point adequate for Phoenix Beverage, but now is not, because, why? What can make it available and quickly? I would also point out, with regard to Phoenix Beverage, that by their own admission a lot of the product will not in fact come in by ship. Because they pointed out that in fact, among their distribution, that they are also microbreweries in the area and not all of these will, in fact, opt to be kept in a warehouse on the Jersey side when a sufficient volume of product is in fact there to ship it over. Beyond that, the Phoenix Beverage operation located in Long Island City is substantially smaller than what is being envisioned currently on Pier 11 and the adjacent buildings and in the discussions that I had previously with Ms. Lannon, the suggestion that Phoenix Beverages would move to Jersey, she even concurred with me, was not based on hard facts given the economics on their market distribution area. So going back to the original point, why not have the Fox proposal move to the forefront, accommodating, with a guarantee, accommodating the proposal for PortSide and take all necessary pressures from everybody within the community. Cause, I can tell you right now, within the Red Hook community there's overwhelming proposal of support for the proposal for Tom Fox and also for PortSide to be accommodated within Tom Fox's proposal. And at the same time putting all of the pressure from everybody in the community and also the elected officials to say: why not find a home for Phoenix on Pier 7, which in fact was suggested as the home they first wanted to go to, and would satisfy all of us much better ... Thank you.

Venetia Lannon: I'll just... I'll answer the Pier 7 question and then turn it over to you... to Phoenix on the distribution of the local beverages. In terms of Pier 7, and John, you and I met not that long ago... well, maybe it was a couple of months ago now... to discuss this proposal when we started our outreach on... that you're hearing about tonight, and the question of Pier 7 came up. And it would appear that that would be a win-win for everybody. And it was something that, even at that time, I discussed with you, that I thought was a good idea. We... and.. subsequently spoke with the Port Authority on a number of occasions at a number of levels, and they have told us that the pier is not available for Phoenix. We have heard that right up to my President today, Seth Pinsky, called Chris Ward, the Executive Director of the Port Authority, and he confirmed again that Pier 7 is not available at this time for Phoenix. Again, if.. if there is this... you know, not to try to deflect pressure from ourselves, but.. you know, I think if there is this overwhelming community desire to see Phoenix at Pier 7, then you need to take that up with the Port Authority because it's... it is their pier. So, again, I'm relaying to you. I have full permission from the Port Authority. We asked them to send a representative tonight. Unfortunately, they were not able to. But I have full permission to say, from the Port Authority, that that is their position on Pier 7.

Greg Braymen: Ah, Greg Braymen. I think your characterization of our business is.. is.. there are some inaccuracies there. First of all, the majority of our volume of business is by far imported beer. I mean, I would say 90... 90 percent of our volume. Maybe just.. just shy of 90.. 87 percent of our volume is.. is imported. So is.. comes by waterborne freight. So even though we do distribute for Brooklyn Brewery and Anchor Steam and Miller, most of that... most of our volume comes from Heineken, Guinness, Miller's imported brand, so Peroni, Pilsner Urquell, Tyskie, which is a Polish beer, Presidente. So most of our.. most of our volume is.. is imported. So it's not the case that a lot of that beer is domestically produced. Second of all is, our facility in Jersey right now is for.. is at the Port in Jersey and it's intended to unload beer that's being shipped in heavy to New Jersey, unpacked, reloaded and then.. and then shipped over the GWB to our facility in Long Island City. It's not a store and forward facility, as Mr. McGettrick had eluded to. It's a facility that's specifically for taking waterborne freight and handling waterborne freight, which would move to Red Hook. Which, I mean... I mean it's jobs which we still need. And last.. lastly, the.. the jobs that are in.. that are in our Long Island City facility are mostly office workers and there are some warehouse. But we have several facilities all over New York. So we have a facility in Brooklyn, we have our facility in Long Island City. We have a facility in Jersey. We have two facilities in the Mid-Hudson region. We're.. We're kind of spread out across the five.. the five boroughs. So, the.. the... It would be inaccurate to say its.. it's significantly more space than we have now. It's actually, in total.. it's actually less space than we have now.

Mary Habstritt: Hi, my name is Mary Habstritt. I'm an industrial historian, and I live in Manhattan, but I'm very interested in the history of the waterfront and the industry of New York. I was involved in the Save the Graving Dock effort, which is when I first got to know people like Carolina here in Red Hook. And I'd.. I'd like to point out that Atlantic Basin is really unique. When it was developed in the 1840's, it was the first man-made protected harbor in the U.S. It was built to give protected refuge to ships so that they could unload their cargo safely. And, so if that's something that is still needed, it's a unique resource that would be very difficult and very expensive to build again, like the graving dock would be. And one thing I'd.. I'd like to ask based on the experience of losing that important piece of infrastructure, where the Ikea parking lot is now... and other experiences I've had. A few years ago I ran a conference based in Downtown Brooklyn for 250 people interested in the industrial heritage of New York. We wanted to run a boat tour to show them the industrial waterfront. We could not find a place in Brooklyn to land our excursion boat. I talked to the Port Authority. I talked to the Metropolitan Waterfront Alliance. No one could find a place for an excursion boat to land for a tour for a conference for people visiting Brooklyn. Fortunately, our boat broker... Cause we could find a boat... Our boat broker knew Sal Catucci, and he let us land in Atlantic Basin and load our passengers there. So, what I'd like to ask is: how flexible these plans are? Obviously, EDC has told us that the Phoenix plan can go in there. It's ready to go. It's basically shovel-ready. It sounds like Tom Fox's plan, because of the number of construction jobs and things he talked about, is doing a lot of building. I'm wondering, if the needs change and you need to go back, how easy is it to back to unloading cargo there if your plan goes forward? I think it's mostly a question for Tom. I'm interested in the flexibility issue and also I think the other plans. How

easy is it for other boats to land if both Tom's plan and the plan that PortSide presented. Like, how do they get permission? How easy is it to do that?

Tom Fox: Much easier than you had getting a place to dock earlier. It's.. It's the same as the Police Department, the Fire Department, the Coast Guard uses our dock to visit Fairway. The dock is there. It's available. People call up. They can come in and use it. Actually, Atlantic Basin is not used for what it was used for before because it's silted in, and it's only fourteen-feet deep. So the containers that Greg is talking about unloading will be unloaded at Pier 10 and driven around to Pier 11. They won't be in Atlantic Basin. There will be no ships in Atlantic Basin. The ships will be out on Buttermilk Channel. For us it's important because we only draw six feet and we do have small boats, and they do get beat around in the weather, and Erie Basin is the only protected waterfront in the city. So for us it's.. it's a critical facility, because it is unique. And I don't believe... I may be wrong, Greg, but I don't believe that ships will be coming into Atlantic Basin to unload.

Greg Brayman: Greg Brayman. I think the... I think what would.. in the EDC's plan, which includes Phoenix. I believe... and Venetia or Andrew, correct me if I'm wrong... is I believe the Basin itself would be used for... would be used for the Governor's Island Ferry, as well as.. as vessel tie-up. Phoenix Beverages.. our use wouldn't exclude ferries service.. any type of ferry service really to the Atlantic Basin.

Barbara LaRocco: Hi, Barbara LaRocco. I'm a twenty-year resident and founder of another community non-profit called Going Coastal, which works with recreational boaters throughout the five boroughs of New York. We have a hundred and forty thousand registered recreational boaters that are losing marina space daily from condo development, waterfront development and property prices, and a lack of interest from city government. I'm curious, since it seems to me that the EDC has already made a decision in this case, where those recreational boaters will be able to go, since most of the marinas and boating clubs in the five boroughs, particularly Brooklyn, have waiting lists, have lack of space, and again a lack of interest from the municipality to help dredge and do the things necessary for them to maintain state-of-the-art facilities. So my question for the EDC is: is this a done deal for Phoenix, or are we here today to discuss potential for other options? Second question is: why is the Tom Fox plan not even discussed? It seems to have been thrown out. You alluded to it in your initial opening, however, never gave a reason as why there was no discussion or determination on those issues and those proposals.

Venetia Lannon: I'll answer the first part of your question, I think that, again, while our group focuses on the working waterfront, not on the recreational boating community, we do know that that is an important.. that's an important community in New York City and, as you say, one that is being challenged for space, much as the working waterfront is being challenged for space. Although I can't speak directly to these plans, I know that Brooklyn Bridge Park is planning a new marina. We are looking at a new marina as part of our East River Esplanade plans on the East River in Manhattan. We have spoken to several developers on the newly rezoned East... East... Greenpoint/East Williamsburg waterfront who are interested in putting in marinas.

Though, to Tom's point, I think it is absolutely true – none of those are as protected as the Atlantic Basin. You would have to put in break waters, but nonetheless, those are projects that are either in stages of planning or are envisioned by developers who, obviously in this particular real estate climate, are maybe not moving forward as quickly as they were a year ago, but have come to us with plans for new marinas on.. in East Williamsburg/Greenpoint. So we're.. we're aware of this. Again, the other component that I think is very critical in.. in the Water Taxi component is ship repair for small boats. That's something that we are very supportive of. We have spoken to.. to New York Water Taxi about the possibility of space at the Brooklyn Navy Yard for this function. I understand it is not the complete vision that is.. that is being presented by Tom tonight. But we've spoken with Andrew Kimball of the Navy Yard. There is tie-up space. There is space that could accommodate a travel lift. There is upland space where you could do boat repair. There are natural synergies with the boat repair, obviously very different than are happening at the Navy Yard today. So, again, I want to be clear that commercial boating, marinas, boat repair, are things that are important to EDC and they are things that we are actively pursuing and trying to push others to pursue in various places around the city. So, I think, I hope that answers your question... as... I mean I think Tom and I spoke earlier today. Nothing is a done deal, right? It ain't over 'til it's over, so no. This is not a done deal. You know.. right, exactly. Where's the fat lady? Right, so no. This is.. This is not a done deal. It is our.. It is our hope, for the reasons that, I hope, I've articulated this evening. It is our hope that Phoenix Beverage will come to Pier 11 and that we can consummate that deal. As I said, we still... we still have to negotiate a lease with them. And in the spirit of transparency, we wanted to come at a stage in the process where this is.. it's not a signed thing. This is what we would like to do. I'm, you know I don't want to beat around the bush, this is our plan, but it's not.. it's not a done deal.

Jeff Strabone: I have a question. I'm Jeff Strabone, co-chairman of the committee. Okay, it's not a done deal. I think March 2009 is the date that you expect to, or hope to, have the contract. I hear a lot of community interest in this outcome, and a lot of possibilities, not all of which may be compatible on the same spot. And in asking this question I'm not speaking for or against any of the parties who have an interest in that spot, but I would like it to be possible for the deal not to be done until there might be more time for the communities maybe to act on the Port Authority, so that broader visions might be accommodated, possibilities that might accommodate all of the plans we heard tonight. And perhaps we could prevail on the Port Authority to come to this committee. I hope that there can be more communication between the community and the Port Authority and EDC before this is done. So I just want to say that for the record and.. and we can ask the Port Authority.. not that they necessarily will, but to.. to come and hear what the people in this room are saying. Hopefully you would all come out again if that were the case. So we will try to make that happen.

Voice: As President Obama says, "Change we can believe in." I think that's what we need tonight.

Jeff Strabone: And I think, yeah, so.. okay, that's a nod of the head for the record. Alright, we have.. we have time for two more questions.

Celia Maniero Cacace: Okay, what do you want to do babe, okay... Okay. I gotta realize my voice is too strong. Low voice. Celia Maniero Cacace. I have a question for Thomas.. Tom Fox. But they don't know I call you Thomas. Okay, are your workers that you're going to be having and have now, are they union? And what happens when you cancel your winter ferries?

Tom Fox: We haven't cancelled our winter ferries. Our employees are not union. They belong to the union of Tom, I'd like to say. They get paid prevailing rate. They have 401k's, medical, dental, paid vacations. They're not union by choice. They have not joined the union. And we seem to have a family atmosphere and people are growing up from internally, so I don't see as we need additional supervision, but... so that's the case.

Diana Schneider: Hi. I'm a little shy of this, so I'm going to make sure it doesn't, like, break anybody's eardrums. My name is Diana Schneider and I came here from the Upper West Side, where I've been an environmental citizen activist for about 12 years of my life and continue to do that. I'm extremely concerned. A few months ago, I attended a New Jersey clean air council when, oddly enough, they reviewed Red Hook and what a dangerous, environmentally polluted area this is. Highly polluted with diesel particulates. And they cited the container port, – we didn't have the Ikea buses at that time – the BQE highway, the Queen Elizabeth, the ships... and the ships are very toxic. Many ports now are beginning to mandate that they do hook up. I understand the national grid is going to charge and arm and a leg, that's why it hasn't been implemented. Because, when I was at that conference, I was told that some of the things that were being implemented is that they were going to modify the cranes at the container port to emit less diesel particulates, and they were going to have a land hook up for the cruise piers. I'm asking the EDC and everybody else... I think we need a complete, thorough environmental study of the air around here and what each one of these projects would do to increase the damage to the lungs of the people that live here, both the adults and the children. Because that is number one. People live here. We want the money and we want people to come. For me, I'm leaning toward Portside, if there's going to be any boat, because they want to do things to cooperate with nature: kayaking, sailing, healthy things. Please do a thorough, thorough study. It should be mandated. A study to see how much the difference in the pollution will be before any of these things are taken on.

Andrew Genn: I think that's a great question and one of the things that we like to say... I Andrew Genn from EDC... One of the things that we're working with the Port Authority and with the port community on is to reduce emissions from vessels and from yard equipment at container ports, and to make it a greener industry. A lot of people don't realize that.. that shipping.. shipping by water is the greenest way, you know, greenest mode of transportation on a per-ton basis. You can't get more efficient. It's about a third for greenhouse gases and particulates. The problem is when you get, you know, at the last mile, up at the pier. And we are working on cold ironing at the cruise terminal. The question really comes down to economics. It's very expensive and not all the ships are ready to handle green ironing technology. [voice in background] But, exactly right... that's right.. yes, that's right...that's right... no no.. he's right.. and that's something

Voice: [mumbled] ... over like the last couple of years saying... saying how we're going to do something. I've never seen anything in any paper or any news organization covering this issue.

Andrew Genn: No we're working with NYSERDA and the other state agencies to..to.. to be able to look into cold ironing at the cruise terminal, but

Voice: [mumbled]

Andrew Genn: They would be a participant

Voice: They do it on the west coast. Why don't they do it here?

Andrew Genn: They don't do it everywhere on the west coast yet, but..

Voice: They do. They do it. I've got the newspaper articles.

Andrew Genn: No. No. I'm not disputing. What I want to say is there are now international treaties – it's called the Marpol Treaty – that.. that is now going to put pressure on the ocean carriers to begin to support these cold ironing.

Voice: All the more for their Don Perignon.

Andrew Genn: That's right. Right. But I just want to, I really want to leave you with the understanding that we.. we are cognizant of this. We're working with the Port Authority and the port industry to make it a more greener industry.

Jeff Strabone: One more question.

Michael Teaton: Good evening. Michael Teaton from BDI on King Street. We are a ten-year resident here in Red Hook and we're about to be displaced. I just have a couple of questions. Why Building 185? I understand the cultural aspect of bringing in that to the area and maybe splitting up that building. But what is the reason that the beverage company needs that building also, is my first question. Number two is my question to the EDC. Port Authority informed us that someone from EDC would help us to relocate. We've never heard from anyone. We've had numerous calls. Port Authority has followed up on it. Not once has anyone... and it may seem to me that a company that's been in business in Red Hook for twenty... ten years, with maybe twenty people, doesn't seem to hold much weight with EDC, because no one has reached out to us. So I'm curious as to why we've never gotten a phone call that.. when we were told that we would be helped. The other question I have, which is again to Phoenix, and I may be mistaken on this, and you can clarify it for me, Inbev, they own Heineken. Is that correct? That is not? Okay. Then I withdraw that question. Thank you. But if I could just have some answers on that list of...

Voice: Your name, sir?

Michael Teaton: Michael Teaton. T-E-A-T-O-N.

Venetia Lannon: Are you the current tenant at Building 185... oh.. okay, as the Port Authority is your landlord, but um.. we would be more than happy to work with you. As we said to Councilmember Gonzalez when we met with her, she raised that as a concern with you immediately, that we work with you to relocate and I wasn't clear from your question... Have you reached out to our organization and have we not been responsive? I've... yeah...

Michael Teaton: Also to Hannah from the Port Authority office...

Venetia Lannon: Yeah.

Michael Teaton: Had... made numerous inquiries to you folks. And we were supposed to be contacted. No one has ever returned to us.

Venetia Lannon: That is the first that I've heard of that, but we'll follow up with you immediately after this meeting and make sure that we make contact...

Michael Teaton: ... My question... Why is 185 needed by Phoenix at this point when they have all of this space?

Venetia Lannon: Well, I think, as Greg said, that the space at Pier 11 is actually, in total, less than the space that they have now. They have need for the ancillary space at Building 185 for storage and for truck repair and, but um... also, Building 185 is what's going to accommodate the cultural use, as well as GIPEC, the passenger/ferry landing to Governors Island. That'll be the passenger waiting area, as well as their administrative area. So it'll be for the Governors Island group as well. So, I mean we're maximizing the use of that building.

Jeff Strabone: Can I just stick in a plug? I would like to see the GIPEC ferry at Pier 6 – personal interest for Cobble Hill. Now, there are a lot more questions and this is not the end of the discussion, but it's near the end of the meeting. I want to let Carolina say something first, but please come back. You know, we will get the word out. You know, we want to keep this on our agenda. I'm interested in – I think it's called cold-ironing? – but the fact that we could prevent the cruise ships from polluting is something I would like to look into, so I would like to talk to you about that. So, Carolina...

Carolina Salguero: Yes, two things. The transcribers that the Community Board 6 worked with during waterfront matters are now out of business, or have changed their numbers. We don't have any. Portside doesn't have any funding to transcribe this, so if there are any people here that want to volunteer, I did a bunch of transcribing before I went to professionals. I will tell you... Debbie Romano, I just saw you... it's difficult and it's tedious. If anybody wants to volunteer, let me know. The other thing is, in the spirit of being a community, there are

differences of opinions here. I think it's important that we all stay a community, and traditionally the way to do that is to break bread together. So the PortSide team is going to be adjourning to Montero's bar, which I consider basically a maritime museum. But! Now there is bread involved, there's a very large group here. They sometimes give a plate of stew to regulars, and I've benefited from that. So I called on the weekend and I said, some of us would like to come over, and it will be very late, and late to get dinner, and many restaurants are closed on Monday. So they have actually made some food. It's not free – it will be very low-priced. But there's spaghetti, chicken soup and beef stew, and PortSide is bringing the bread and cheese.

Venetia Lannon: ...and I'll also add that EDC will be joining at Montero's. I don't know about anybody else, but all of Phoenix's talk has made me very thirsty, so, if you have additional questions, we can talk over beer.

Jeff Strabone: So, there you go, those who didn't get to ask questions have a drink and join the party. The meeting is adjourned. Do I have a motion to adjourn?